

AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (Currently Amended) Method for air-conditioning a passenger cabin of an aircraft,
comprising: wherein, when cooling is required,
introducing air at a first temperature is introduced into the passenger cabin at first
sites remote from passengers; and, said introduced air being at a lower temperature than air
introduced into the passenger cabin at sites close to passengers
introducing air at a second temperature into the passenger cabin at second sites
closer to passengers than the first sites,
wherein, when cooling is required in the passenger cabin, the first temperature is
lower than the second temperature.
2. (Currently Amended) Method according to claim 1, wherein the second sites ~~close to~~
passengers are located nearer to a a ~~[[the]]~~ floor of the passenger cabin than the first sites ~~remote~~
~~from passengers.~~
3. (Currently Amended) Method according to claim 2, wherein the second sites ~~close to~~
passengers are located on the floor of the passenger cabin and the first sites ~~remote from~~
passengers are located in an ~~[[the]]~~ upper region of the passenger cabin.

4. (Currently Amended) Method according to claim 1, wherein the ~~introduced~~ air introduced into the passenger cabin at the first and second sites is fresh air, in particular temperature-controlled fresh air, and contains engine bleed air.

5. (Currently Amended) Method according to claim 4, wherein the ~~introduced~~ air introduced into the passenger cabin at the first and second sites also contains recirculated air.

6. (Currently Amended) ~~Line-system~~ System for air-conditioning a passenger cabin of an aircraft, comprising

at least a first line branching that leads to a first region of the passenger cabin remote from passengers, the first line branching delivering a first air mixture at a first temperature to the passenger cabin;

at least a second line branching that leads to a second region of the passenger cabin, said second region being closer to passengers than said first region, the second line branching delivering a second air mixture at a second temperature to the passenger cabin;

a first valve coupled with the first line branching and operable to control the first temperature by modifying an amount of hot bleed air added to the first air mixture; and

a second valve coupled with the second line branching and operable to control the second temperature by modifying an amount of hot bleed air added to the second air mixture,

~~means for conveying air at different temperatures simultaneously through the first and second line branchings; wherein, when cooling is required, the first temperature is lower than the second temperature said conveying means feeds air through the first line branching, said air being at a lower temperature than air fed through the second line branching.~~

7. (Currently Amended) System ~~Line-system~~ according to claim 6, wherein the first region of the passenger cabin is an line branching leads into the upper region of the passenger cabin and the second region of the passenger cabin is a line branching leads into the floor region of the passenger cabin.

8. (Currently Amended) System ~~Line-system~~ according to claim 6, wherein the first line branching is connected to at least one feed line for temperature-controlled fresh air and recirculated air, and to at least one feed line for hot engine bleed air.

9. (Currently Amended) System ~~Line-system~~ according to claim 8, wherein the second line branching is connected to at least one feed line for temperature-controlled fresh air and recirculated air, and to at least one feed line for hot engine bleed air.

10. (Canceled).

11. (Currently Amended) ~~Method~~ according to claim 1, wherein the ~~introduced~~ air introduced into the passenger cabin at the first and second sites contains an adjustable amount of engine bleed air, the adjustable amount of engine bleed air determined by temperature measurements of the passenger cabin.

12. (Currently Amended) ~~System~~ Line system according to claim 6, wherein the first line branching and the second line branching are coupled to at least one feed line for hot engine bleed air at the respective first and second valves, said first and second valves feed line for hot engine bleed air including at least one valve adjusting the amount of hot engine bleed air delivered to the first and second line branching according to temperature measurements of the passenger cabin.

13. (New) Method according to claim 1, wherein, when heating is required in the passenger cabin, the first temperature is always higher than the second temperature.

14. (New) System according to claim 6, wherein, when heating is required in the passenger cabin, the first temperature is always higher than the second temperature.